

LISTING OF THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

Claims 1-9 (Cancelled).

Claim 10 (Currently Amended) A freight vehicle, comprising:

lateral sides;

a chassis;

an engine supported on the chassis to drive the vehicle;

a driver's cab mounted to the chassis and above the engine, the driver's cab including at least one door;

a compartment arranged on the chassis, the engine being disposed in the compartment, the compartment having lateral sides adjacent to the lateral sides of the vehicle;

a panel comprising at least one externally accessible step arranged on the panel to enable a user to climb to the driver's cab and arranged adjacent to at least one of the lateral sides of the vehicle and laterally delineating the compartment, the panel being pivotally mounted to the chassis to permit the panel to pivot laterally outward between a closed position enclosing the at least one lateral side of the compartment and an open position permitting access to the engine in the compartment; **and**

a cover pivotally mounted to the chassis and arranged below the door of the driver's cab; ~~the cover being pivotable~~ and

a control arrangement detachably coupling the cover to the door of the driver's cab, wherein a movement of the door of the driver's cab controls a movement of the cover between a closed position concealing the panel and an open position revealing the panel.

- Claim 11 (Previously Presented) The vehicle of claim 10, wherein the panel is pivotable rearwardly with respect to a longitudinal direction of the vehicle to provide access to the compartment.
- Claim 12 (Previously Presented) The vehicle of claim 11, further comprising a panel control arrangement connected to the panel to control movement of the panel to the open position.
- Claim 13 (Cancelled).
- Claim 14 (Previously Presented) The vehicle of claim 10, wherein the chassis has a forward end; the vehicle further comprising:
- a frame arranged on the chassis, the frame including a forward end arranged adjacent to the forward end of the chassis; and
 - a suspension arrangement arranged on the frame and supporting the engine.

Claim 15-16 (Cancelled).

Claim 17 (Previously Presented) The vehicle of claim 10, further comprising at least one externally accessible step arranged on the panel to enable a user to climb to the driver's cab; the cover being shaped and positioned so that the cover conceals the panel and the at least one step when the cover is in the closed position.

Claim 18 (Previously Presented) The vehicle of claim 10, further comprising a relative motion absorbing control arrangement detachably coupling the door to the cover, the absorbing control arrangement permitting relative movement between the door of the driver's cab and the cover to compensate for a springing of the driver's cab.

Claim 19 (Previously Presented) The vehicle of claim 18, wherein the door of the cab is hinge mounted to the cab at a first hinge position and the cover is hinge mounted to the chassis at a second hinge position arranged at a different location longitudinally along the vehicle than the first hinge position, the relative motion absorbing control arrangement permitting the door to pivot about the first hinge position and permitting the cover to pivot about the second hinge position.

Claim 20 (Previously Presented) The vehicle of claim 19, further comprising a first hinge mount hinge mounting the cab to the first hinge position and a second hinge mount hinge mounting the cover to the second hinge position, the first hinge mount including a first hinge pin, the second hinge mount including a second hinge pin situated forward of the first hinge pin along a longitudinal direction of the vehicle.

- Claim 21 (Previously Presented) The vehicle of claim 19, wherein the control arrangement includes a slide rod secured to the cover and a sleeve connected to the door of the driver's cab, the sleeve receiving the slide rod therein, the sleeve and the slide rod being moveable with respect to each other; the control arrangement enabling relative movement between the door and the cover and relative movement between the slide rod and the sleeve.
- Claim 22 (Previously Presented) The vehicle of claim 21, further comprising a bracket fastened to the cover, the slide rod being fitted in the bracket; the sleeve being supported for rotation and for longitudinal movement with respect to the slide rod.
- Claim 23 (Previously Presented) The vehicle of claim 22, further comprising an external lever arm attached to the sleeve and a bracket fastened to the door of the cab and a ball joint and fastening element connected between the lever arm and the bracket to enable relative movement therebetween.
- Claim 24 (Previously Presented) The vehicle of claim 21, further comprising a pivot frame pivotally connected to the chassis; the control arrangement including a four joint mechanism having first and second hinged arms spaced apart from one another, each hinged arm having an outer end pivotally attached to an inside of the panel, the first hinged arm having an inner end pivotally attached to the pivot frame.
- Claim 25 (Previously Presented) The vehicle of claim 24, further comprising a wheel, a wheel housing to house the wheel, and a mounting fastened to the wheel housing, the wheel housing being located at a position having a longitudinal location that is the same as a longitudinal location of the panel, the outer end of the second hinged arm being connected to the mounting.

- Claim 26 (Previously Presented) The vehicle of claim 24, wherein the first hinged arm includes two vertically separated, parallel bent bars extending substantially horizontally and parallel, substantially vertical tie bars linking the horizontal bent bars; the vehicle further comprising a wheel and a wheel housing to house the wheel, the wheel housing being located at a position having a longitudinal location that is the same as a longitudinal location of the panel, the second hinged arm including a bent rod arranged horizontally, the second hinged arm being attached to the wheel housing.
- Claim 27 (Previously Presented) The vehicle of claim 10, wherein the cab is non-tiltable with respect to the chassis, the engine compartment and the panel.
- Claim 28 (Previously Presented) A freight vehicle, comprising:
- lateral sides;
 - a chassis;
 - an engine supported on the chassis to drive the vehicle;
 - a driver's cab mounted to the chassis and above the engine, the driver's cab including at least one door;
 - a compartment arranged on the chassis, the engine being disposed in the compartment, the compartment having lateral sides adjacent to the lateral sides of the vehicle;
 - a panel arranged adjacent to at least one of the lateral sides of the vehicle and laterally delineating the compartment, the panel being pivotally mounted to the chassis to permit the panel to pivot laterally outward between a closed position enclosing the at least one lateral side of the compartment and an open position permitting access to the engine in the compartment;
 - a cover pivotally mounted to the chassis and arranged below the door of the driver's cab, the cover being pivotable between a closed position concealing the panel and an open position revealing the panel; and

a relative motion absorbing control arrangement detachably coupling the door to the cover, the absorbing control arrangement permitting relative movement between the door of the driver's cab and the cover to compensate for a springing of the driver's cab;

wherein the door of the cab is hinge mounted to the cab at a first hinge position and the cover is hinge mounted to the chassis at a second hinge position arranged at a different location longitudinally along the vehicle than the first hinge position, the relative motion absorbing control arrangement permitting the door to pivot about the first hinge position and permitting the cover to pivot about the second hinge position.

Claim 29 (Previously Presented) The vehicle of claim 28, further comprising a first hinge mount hinge mounting the cab to the first hinge position and a second hinge mount hinge mounting the cover to the second hinge position, the first hinge mount including a first hinge pin, the second hinge mount including a second hinge pin situated forward of the first hinge pin along a longitudinal direction of the vehicle.

Claim 30 (Previously Presented) The vehicle of claim 28, wherein the control arrangement includes a slide rod secured to the cover and a sleeve connected to the door of the driver's cab, the sleeve receiving the slide rod therein, the sleeve and the slide rod being moveable with respect to each other; the control arrangement enabling relative movement between the door and the cover and relative movement between the slide rod and the sleeve.

Claim 31 (Previously Presented) The vehicle of claim 30, further comprising a bracket fastened to the cover, the slide rod being fitted in the bracket; the sleeve being supported for rotation and for longitudinal movement with respect to the slide rod.

- Claim 32 (Previously Presented) The vehicle of claim 31, further comprising an external lever arm attached to the sleeve and a bracket fastened to the door of the cab and a ball joint and fastening element connected between the lever arm and the bracket to enable relative movement therebetween.
- Claim 33 (Previously Presented) The vehicle of claim 30, further comprising a pivot frame pivotally connected to the chassis; the control arrangement including a four joint mechanism having first and second hinged arms spaced apart from one another, each hinged arm having an outer end pivotally attached to an inside of the panel, the first hinged arm having an inner end pivotally attached to the pivot frame.
- Claim 34 (Previously Presented) The vehicle of claim 33, further comprising a wheel, a wheel housing to house the wheel, and a mounting fastened to the wheel housing, the wheel housing being located at a position having a longitudinal location that is the same as a longitudinal location of the panel, the outer end of the second hinged arm being connected to the mounting.
- Claim 35 (Previously Presented) The vehicle of claim 33, wherein the first hinged arm includes two vertically separated, parallel bent bars extending substantially horizontally and parallel, substantially vertical tie bars linking the horizontal bent bars; the vehicle further comprising a wheel and a wheel housing to house the wheel, the wheel housing being located at a position having a longitudinal location that is the same as a longitudinal location of the panel, the second hinged arm including a bent rod arranged horizontally, the second hinged arm being attached to the wheel housing.
- Claim 36 (Previously Presented) The vehicle of claim 28, wherein the cab is non-tiltable with respect to the chassis, the engine compartment and the panel.